



# ANNUAL REPORT 2021-22



# 02.

## About the association

The International Association of Ports and Harbors (IAPH) was founded in November 1955. Today, as the global alliance of the world port community, it represents 168 ports and 134 port-related organisations in 84 countries and economies worldwide.

The member ports together handle over 60% of the world's sea-borne trade cargo and over 60% of global container traffic.

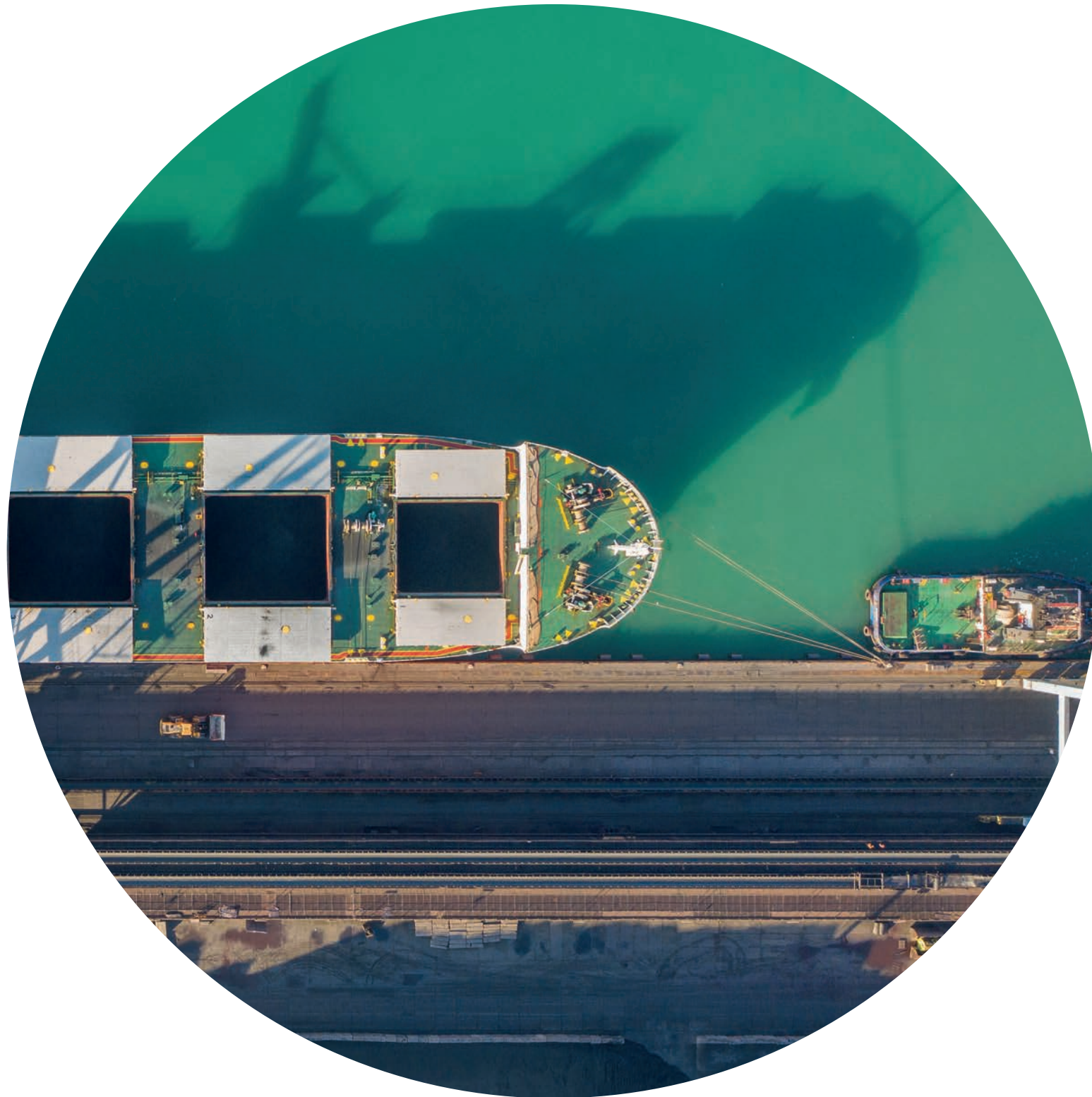
The IAPH meets every year at the IAPH World Ports Conference, the largest gathering of the world port community. Port executives, managers, and experts coming from all parts of the world exchange views and experiences over a range of issues and challenges. In addition, members of IAPH's six regions – Africa, Europe; America, North; America, Central and South; Asia, South/West, East and Middle East; Asia, South East and Oceania – convene for regional meetings to discuss common issues in a local context.

The association actively addresses critical issues facing the port industry through its technical committees, forums, and working groups. Currently, there are six technical committees – Climate & Energy, Risk & Resilience, Data Collaboration, Planning, Operation & Finance, Cruise, Legal – which communicate and meet to deliver what is required for our members.

The IAPH Women's Forum and two working groups – on Environmental Ship Index and Clean Marine Fuels – also exist to enable strong member collaboration and information sharing.

The association also pro-actively plays a significant role in tackling global issues at maritime-related UN agencies and other international organisations. For this, IAPH has been granted NGO-consultative status by the IMO, UNCTAD, ECOSOC, ILO, UNEP, and WCO.

The IAPH will continue to play a pivotal role as a unique global forum of the port industry in strengthening cooperation and sharing experiences among the world's ports. Moreover, to effectively deal with many global issues, the association will also actively collaborate with other international organizations for the sustainable development of the world ports.



## Mission statement

### Vision:

The global ports' forum for industry collaboration and excellence

### Mission:

Promoting the interest of ports worldwide through strong member relationships, collaboration, and information sharing that help resolve common issues, to advance sustainable practices, and continually improve how ports serve the maritime industries.

To achieve this, the IAPH is strengthening relationships among the member ports by facilitating interaction, dialogue, problem-solving, and formulation of best practices.

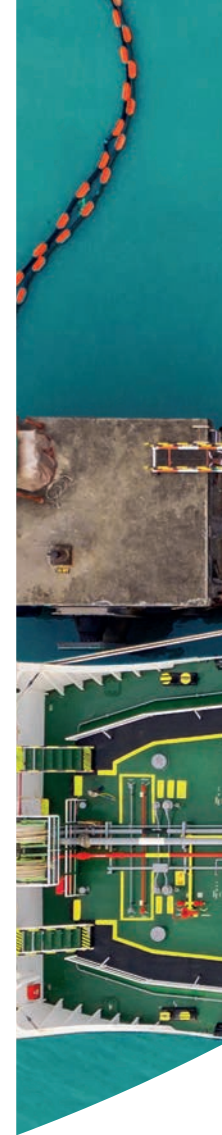
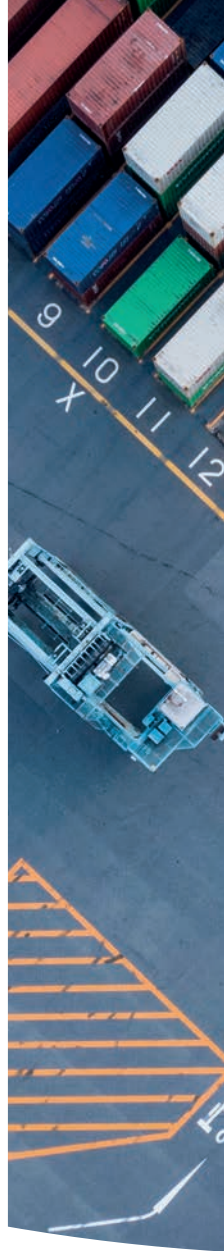
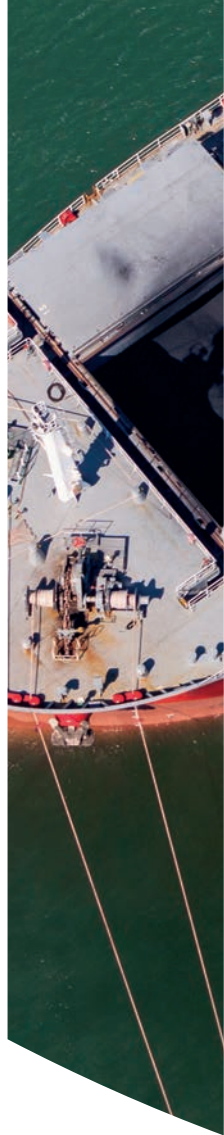
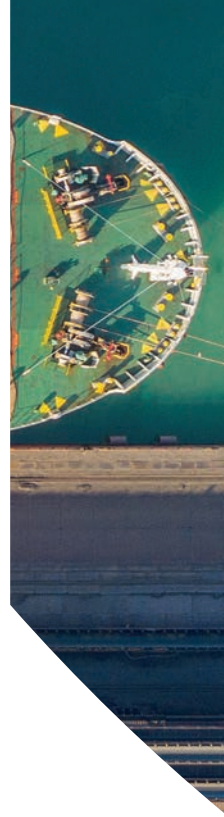
It is also leveraging member expertise through strong technical committees and programs that create platforms focused on resolving complex port and maritime industry concerns and building greater efficiency and sustainability for ports worldwide.

Promoting and demonstrating IAPH members' leadership and commitment to a cleaner, safer, and environmentally sustainable industry for the benefit of the global community by pro-actively coordinating with other international maritime and related organizations such as the IMO, UNCTAD, ECOSOC, ILO, UNEP, and WCO, as well as bodies whose members are actively involved in transport and supply chain services that closely interface with the port industry.

It is advocating for global solutions to issues that impact IAPH members.







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# 06.

## President's message



### Welcome

We help ports become more resilient and efficient, making best use of innovation and playing a catalyst role in energy transition

The successful edition of the 2022 IAPH World Ports Conference in Vancouver in May marked the return to face-to-face interaction that we have all been longing for and that is so essential for a people's business such as ours. It was heart-warming to see so many colleagues in person again. I returned from Vancouver encouraged by the enthusiasm our members expressed about the IAPH work program for the coming term.

We will need that enthusiasm going forward as the global landscape for ports certainly has not become simpler. The supply chain crunch has not relented and is now accompanied by a full-blown energy supply crisis. Meanwhile, the effects of global warming are becoming more visible, with scorching temperatures, floods, and hurricanes affecting various parts of the globe. Geopolitical tensions are rife with further outbreaks of armed conflict not to be excluded.

The permanent state of crisis the world appears to be in underlines the relevance of the strategic themes we identified back in 2020. Risk and resilience, climate and energy, and data collaboration are the generational challenges that our — and many other — industries are facing today. The 'Close the gaps' theme that we selected for the 2022 World Ports Conference formed the start of a process, whereby we have set ourselves the task to raise the competitiveness of ports in these uncertain times.

After having identified the competitiveness gaps in Vancouver and the regional workshops that preceded the conference, we are now working toward concrete actions that can help ports become more resilient and efficient, making best use of innovation and playing a catalyst role in energy transition, together with their customers and partners in the logistics chain in the maritime and landside domains.

This will not only shape the program of the 2023 World Ports Conference, which will be held in Abu Dhabi from 31 October to 2 November next year, but also define the next stage of the World Ports Sustainability Program, which will be celebrating its fifth anniversary in 2023. This is a good time to step up ambition and ensure that the program effectively helps ports deliver the 2030 UN Sustainable Development Goals. The marked increase in membership over the past 12 months — 16 new regular members and 22 new associate members — proves that we are on the right track. Nevertheless, we cannot take things for granted. The time has long gone when membership associations such as ours could rely on a captive audience. We need to continuously innovate to deliver value-added services to our members. We will do so in close collaboration with institutional partners such as the IMO, the World Bank, and UNCTAD, and our media and events partner IHS Markit, which is now part of S&P Global. I would like to thank my fellow board members, the chairs and members of the technical committees, the staff in Japan and Europe, and all members for their support to the wellbeing of our organization. I look forward to continuing IAPH's collaboration with all to achieve our ambitious agenda.

CAPTAIN SUBRAMANIAM KARUPPIAH  
President





# 08.

## Climate and energy



### Teaming up

**As multiple partnerships emerge to decarbonize the maritime industry, IAPH has sustained its focus on the progress of the IMO path toward equitable market-based measures**

IAPH has continued to closely monitor and represent the port industry on the growing calls by shipping and port sectors to establish a market-based measure (MBM) to close the price gap between fossil fuels and low- and zero-carbon bunkering fuels for ships.

The association assesses and prices its membership with regular summary report on the activities of the Marine Environment Protection Committee (MEPC) and the subsequent sessions of the Intersessional Working Group on Greenhouse Gas Emissions Reduction (ISWG-GHG), which meet to consider the various proposals made by member states and industry associations on an MBM.

In the past year, IAPH, among other things, has submitted a commenting paper supporting those measures, which specifically refer to achieving an equitable and just energy transition, which is now at the core of the IMO GHG discussion in the effort to bring all member states on board and accelerate progress.

The representative role of the IAPH at the IMO in these MBM discussions centers around the impor-

tance of these current and future investments in land-based infrastructure in and around ports to support the adoption of existing and new alternative bunkering fuels.

The IMO is busy considering various proposals to establish the first steps toward developing a baseline measurement and carbon intensity lifecycle guidelines for alternative fuels, which remains open for debate when considering the entire downstream and upstream process and, more specifically, the supply cycle of the provision of the fuel to ships. These debates are shaping legislation around low- and zero-carbon fuel bunkering infrastructure, so it is imperative that IAPH actively plays its role to ensure the shipping industry and regulators take landside considerations into account.

### IAPH and the IMO Ports Resolution

The IAPH plans to provide an update to the IMO on the 2019 IMO Ports Resolution it co-sponsored with the Canadian government (MEPC.323(74)) on the voluntary reduction of emission by ports through the use of onshore power supply (OPS), bunkering of low- and zero-carbon fuels, port incentive schemes to address GHG emissions, and just-in-time arrivals of vessels. The IMO-Norway GreenVoyage2050 Project, which aims to support shipping's transition toward a low-carbon future, has commenced its capacity-building program in focused developing countries to train and provide support tools for building onshore power. As an official partner, IAPH is providing experts and technical resources to support this project.

### IAPH and the energy transition

In addition to the debate around shipping fuels of the future, ports are increasingly attracting the attention of the energy industry given their potential to become hubs for new energy sources, such as hydrogen and the many hydrogen fuel carriers such as ammonia and methanol. IAPH is working in close liaison with its equivalent association for shipping, the International Chamber of Shipping (ICS), following the publication of its report titled Fueling the Fourth Propulsion Revolution at the IAPH 2022 World Ports Conference. The report identified the need for up to an 18-fold increase in renewable production capacity to hit the International Energy Agency's target of net zero emissions by 2050.

ICS is therefore calling for increased R&D in green fuels and the development of production infrastructure in regions such as Africa and South America, citing the enormous potential for shipping to play a key role in the transportation of hydrogen fuels generated by renewable energy in the south to the demand areas in the global north. IAPH has also joined the International Energy Agency's Global Ports Hydrogen Coalition, which plans to conduct joint studies on the demand and opportunities to implement hydrogen as a fuel in and around ports. Using the IAPH World Ports Sustainability Program, an online database for port-related projects around hydrogen infrastructure has been established. Further work with ICS and the coalition is foreseen in addition to the Clean Energy Marine Hubs initiative announced at the recent Global Clean Energy Action Forum in Pittsburgh where IAPH joined organizations alongside energy and science

ministers from 29 countries and industry leaders to discuss direct actions to accelerate the adoption of future fuels. IAPH also maintains ties with other multiple initiatives that directly involve the reduction of emissions and decarbonization at ports, including the Global Maritime Forum Short-Term Actions Taskforce, the Maersk McKinney Moller Center for Zero Carbon shipping Lloyd's Register Maritime Decarbonization Hub, and Cargo Owners for Zero Emissions Shipping.

### The IAPH Environmental Ship Index

The IAPH team responsible for the development of the Environmental Ship Index (ESI) is in the process of incorporating the Efficiency Existing Ship Index and Carbon Intensity Indicator rating for ships effective November 2022 following general adoption at IMO MEPC 76. The professionalization of the index will be developed further in 2023 with shipowners paying registration fees for the auditing, administration, and certification of their fleets, which allows them to obtain incentives in port fees for demonstrable improvements in energy efficiency by incentive providers globally. Those incentive providers will all be encouraged to integrate as full IAPH members by the end of 2023.

In addition, tendering has been completed and development commenced for the at-berth ESI module for ships, which will be launched in the course of 2023, commencing with a pilot project aimed at the cruise industry, with shipowner stakeholders being fully involved in the creation of the module.

As of October 2022, 6,896 ships have been registered and 58 incentive providers. ESI became a subsidiary body of the IAPH in 2021, with the Green Award Foundation as manager.

### Bunkering of low- and zero-carbon fuels

The IAPH Clean Marine Fuels working group member ports have also continued collaborating to develop tools to facilitate safe and efficient bunker operations of new alternative marine fuels. This includes the adaptation of current bunker checklists and audit toolkits to apply to cryogenic liquified gases. Two new checklists for all liquefied cryogenic gas — such as hydrogen — ship-to-ship and truck-to-ship transfers are being completed with further plans for updated audit and terminal-ready tools for all new fuels during 2023.

Work is also under way on a port guidance tool in collaboration with the World Port Climate Action Program for those ports starting from scratch installing alternative fuel bunkering facilities that will allow them to conduct an effective gap analysis.

The IAPH has also signed a memorandum of understanding with the Society of Gas as Marine Fuel, aiming to further share know-how between ports of the Clean Marine Fuels Working Group, bunker fuel suppliers, shipyards, engine manufacturers, bunker equipment providers, and offshore shipowners to develop tools to support port bunkering infrastructure for future fuels.





# 10.

## Data collaboration

### Digital trade

Accelerating the transition from paper to electronic transactions between ship and shore for port calls is the priority for the association's data committee

The community of digitalization experts in the IAPH Data Collaboration Committee has significantly expanded in the last year with new associate and regular members, as the committee has advanced further to methodically implement the plan of action announced by IAPH and its industry partners in June 2020 to accelerate the priorities set out for the digitalization of maritime trade and logistics.

Efforts are being made to find further ways to enforce the already mandatory requirements defined in the IMO's Facilitation Convention (IMO FAL) to support transmission; receipt; and response of information required for the arrival, stay, and departure of ships, persons, and cargo, including notifications and declarations for customs, immigration, health, environmental, maritime and port authorities via electronic data exchange, making the transition to full-fledged single window.

#### Window of Opportunities

IAPH has now jointly set up an initiative together directly with the IMO and BIMCO to promote deployment of the maritime single window (MSW) in all member states by no later than January 2024. This is the deadline that has been now set by the IMO. The Window of Opportunities initiative consists of an outreach by all three organizations to public and private stakeholders beyond port authorities with a joint we-

binar explaining the benefits of MSW and a joint symposium that will be hosted at the IMO headquarters in London in early 2023 with practical workshops on how to approach implementation. For this symposium, IAPH will be calling upon its membership to illustrate specific case studies of successful implementation on all levels overcoming the main barriers identified by previous surveys and studies. These are mainly related to governance and legal framework, stakeholder buy-in to share information, and the standardization of data exchange.

#### Data standards

There has been an important breakthrough to ensure harmonization of data standards beyond IMO FAL to facilitate sharing of port call-related master data. FAL 46 approved document — FAL 46/5/1 — by IAPH and co-sponsors BIMCO and IHMA is proposing amendments to the guidelines for setting up a MSW to include guidance on the port call process and the nautical operational and administrative data that may be exchanged through a MSW. This is an important step forward as this now incorporates the necessary steps to consider involving all parties in optimizing a port call from a nautical, operational, administrative, and regulatory perspective. Ultimately, the aim is to optimize resource deployment by vessel services and suppliers, logistics providers, cargo handling, and clearance, thereby saving energy, improving safety as well as cutting costs and emissions.

In addition, further progress has been made on standardizing the data interchange between ship and shore. This has mainly been done through work being contributed by IAPH members in the IMO Correspondence Group on Developing Guidelines on Electronic Signature Systems and Operation Data for the Purpose of Digital Information Exchange. Further improvements are being made on the operational data standards of the IMO Compendium on Facilitation and Electronic Business in that group.

The universal adoption of International Hydrographic Organization nautical data standards is already widely accepted by the industry and will be further promoted through its use in the green digital corridor project under development between IAPH members Port of Rotterdam and Maritime Port Authority of Singapore.

Efforts are also being made through the establishment of a neutral, innovative approach toward operational and administrative data integration standards through the International Standards Organization, which are in the process of defining ISO 28005-2. This standard will contain technical specifications that facilitate an efficient exchange of electronic information between ships and shore for coastal transit or port calls. The group is defining the general message format, the general message exchange patterns, and the transfer protocols.

Other parts of the series define data models for various types of message transfers.



In this way, users can share data under secure data sharing protocols, enabling these platforms to connect with hinterland supply chains as well.

#### Customs collaboration

Work has progressed to develop a set of guidelines with the World Customs Organization on customs and port authorities' collaboration. IAPH member ports are working alongside customs authorities from several countries on providing generic guidelines to facilitate best practices in advanced clearance processes and enhanced maritime supply chain security.

IAPH is taking further steps to promote the adoption of port community systems with the release of its joint report with the World Bank on Closing the Gaps, which has identified key gaps in achieving digitalization and proposals moving forward to address them. The aforementioned Window of Opportunities initiative will also seek to clarify the pathway for countries to extend their maritime single window systems into fully fledged port community systems.

#### Cyber risks

The process to review existing IMO guidance on maritime cyber risk management on its ability to address cyber risks in ports, developing additional guidance where needed has been finalized following collaboration between IAPH members over the past two years

by developing the Cybersecurity Guidelines for Ports and Port Facilities. These guidelines were recently endorsed by IMO, which is a major success of the Data Collaboration Committee. The guidelines are included in the relevant IMO circular as the objective method of working and character in context of insurance and the aftermath of an incident.

IAPH has continued to raise awareness, avoid misconceptions, promote best practices and standardization on how port communities can apply emerging technologies such as artificial intelligence, advanced analytics, internet of things, digital twins, robotics process automation, autonomous systems, blockchain, virtual reality and augmented reality. This has been through the work of the committee's Innovation Group, which has developed a white paper titled "The mindset shift towards innovation" for ports commencing their innovation journeys with a series of recommendations and case studies. In addition, a series of online webinar sessions organized under the brand new IAPH Harbor Café concept has showcased examples by start-ups and mature innovators of proof-of-concept solutions to the membership. IAPH was also invited to co-moderate the first ever trade facilitation innovations days co-organized by World Economic Forum and UNCTAD.

[bit.ly/AcceleratingDigitalization](https://bit.ly/AcceleratingDigitalization)





# 12.

## Risk and resilience

### Preparing ports

With the world residing in a permanent state of crisis, the need for port authorities to build resilience into their everyday policies and strategies is no longer a nice-to-have

Ports are critical infrastructures and their managing entities need to have business continuity policies in place that not just covers mainstream operational hazards. Extreme weather events, cyberattacks, supply chain disruptions, energy supply breakdowns, and even armed conflicts have sadly become part of daily reality.

The Close the gaps theme that was selected for the 2022 IAPH World Ports Conference formed the start of a process to raise the competitiveness of ports in these uncertain times.

The initial findings of this exercise, which consisted of eight regional workshops and plenary discussions at the conference in Vancouver, were published at the beginning of October 2022. After having identified the competitiveness gaps, the IAPH technical committees are now working toward concrete actions that can help ports become more resilient and performing. They are making best use of innovation and playing a catalyst role in energy transition, together with their customers and partners in the logistics chain.

#### Preparedness guidelines

The IAPH Risk and Resilience Committee has set itself the specific task to produce a practical set of guidelines to help ports build a business continuity and risk preparedness policy. Based on the work and contributions by a dedicated drafting group, members of the committee discussed an initial draft in Vancouver.

Over summer, the drafting group reviewed the existing material and set a course on the way forward.

The guidelines will comprise of three frameworks member ports can use to establish their strategic approach toward risk and resilience and business continuity. The first framework will identify the causes and sub-causes of port disruptions comprising economic, environmental, human, access, network, technological, and organizational factors.

The second framework will define the ecosystem in which a port fulfils its industrial, economic, and logistic functions. The port ecosystem consists of a wide variety of actors — public and private — that are

active in one or more domains: policy, economic, and operational. Each domain brings its own threats and needs its own resilience.

The third framework will outline how port authorities can increase their resilience by understanding the immediate environment and situational awareness before, during, and after a specific event. This will include imagining what might affect the port in the longer term and learning from both inside and outside.

The overall aim is to improve member ports' resilience through relevant and effective response by developing organizational competencies, resources, and crucial partnerships with external parties.

The generic set of guidelines will be published by the end of 2022. In a second stage, the guidelines will be complemented by valuable case studies and best practice examples, which are being received by committee members.

#### World Ports Tracker

During the past year, the committee has also made progress with the development of the association's World Ports Tracker. Last summer, we were able to produce the first edition of a quarterly dashboard and detailed report for our members, aiming to track critical aspects of the evolving changes in the global port industry. It is the first report of its kind to show trends of all cargo types being handled at world ports and has also incorporated global trends in cruise and passenger vessel activities.

With the ongoing global supply chain crunch and the resurgence of the cruise industry impacting many of the world's ports, the report also delves into hinterland connectivity, warehouse utilization, as well as regional analyses of the data collected from small and large seaports and river ports alike. In addition, it be used to obtain forecasts from respondents on how they see vessel call, cargo, and passenger volumes in the next 12 months.

Apart from survey-based data provided by IAPH members, the World Ports Tracker also uses S&P Global Port Performance Program container data, which offers aggregated vessel call numbers, vessel size analyses, the evolution of call size, and port moves per hour, aggregated per region. Ports participating in the quarterly survey receive a full analysis of the results, produced by professors Theo Notteboom and Thanos Pallis, who also created the regular IAPH-WP-SP COVID-19 dashboard. A summary of the quarterly results is published in the IAPH members' magazine Ports & Harbors.

The quarterly economic performance data constitutes the first pillar of the World Ports Tracker. The second pillar addresses a broader range of port resilience indicators. The second pillar is in development, with initial work completed in scoping the parameters best serve ports to measure their resilience. This exercise has identified that members will benefit from a focus on building up these competences, with a clear starting point being a list of indicators as part of the broader, second pillar of the World Ports Tracker. The second pillar is expected to be launched in early 2023.

The work of the Risk and Resilience Technical Committee also covers specific disciplines in the field, including collaboration with the IMO correspondence group on Guidance on Maritime Corruption and the Maritime Anti-Corruption Network, work foreseen with the International Cargo Handling Coordination Association on dangerous cargo handling, and close monitoring of the revision of IMO guidelines on places of refuge for ships in need of assistance.

[bit.ly/CloseTheGapsReport](https://bit.ly/CloseTheGapsReport)





# 14.

## World Ports Sustainability Program



### Creating change

**IAPH's World Ports Sustainability Program continues to progress in its mission to demonstrate global leadership of ports in contributing to the UN sustainability goals**

The IAPH's World Ports Sustainability Program (WPSP) aims to empower port community actors worldwide to engage with business, governmental, and societal stakeholders in creating sustainable added value for the local communities and wider regions in which their ports are embedded.

The program catalogues 237 port projects applying UN Sustainable Development Goals in practice thanks to the submission of a total of 53 ports and collaborative projects in the past year, making it the most comprehensive database of port projects applying the UN Sustainable Development Goals.

The diversity of project submissions has significantly improved with an influx of projects from other regions, notably Asia and Oceania.

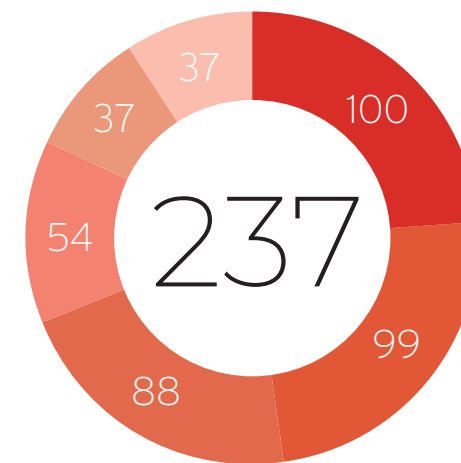
In the past year, the decision has been taken to expand the areas of interest from five to six. Four essential changes were made. First, projects in Climate and energy were split into two categories. All projects directly involving energy transition at ports were kept in Climate and energy, while other projects directly related to a positive impact on the ports' environment

that also deal with externalities were allocated to the new Environmental care category.

Second, resilient infrastructure projects were divided into two new categories. Infrastructure now contains all physical infrastructure projects with the emerging importance of port resilience, while Digitalization now incorporates all projects related to digital infrastructure, which has seen a significant increase in submissions by ports. Third, the topic of health has been added to the Safety and security category given the large increase in submissions by ports during the COVID-19 pandemic. And fourth, Community outreach now focuses exclusively on ports' role as community builders.

Of the 53 projects submitted, 49 qualified as candidates for the IAPH 2022 Sustainability Awards as they were submitted by IAPH regular and associate members, with the winners announced at the prestigious gala dinner of the IAPH World Ports Conference in Vancouver in May 2022. A total of 36 IAPH member ports from 26 countries took part in the awards selection process this year, which included a broadened jury with additional inputs from academic and industry experts from mainland China and Venezuela. A public vote made up 30% of the points, with winners from Ecuador, Germany, Malaysia, Solomon Islands, Spain, and a consortium of European ports. Fiji Ports won the special Akiyama prize for its project while former IAPH president Santiago Garcia Milà and former IAPH Legal Committee chair Frans Van Zoelen received lifetime achievement awards.

[bit.ly/WPSPPProjects](https://bit.ly/WPSPPProjects)



### Number of WPSP projects per area of interest

	Community building	100
	Environmental care	99
	Climate and energy	88
	Digitalization	54
	Health, safety, and security	37
	Infrastructure	37

### IAPH Sustainability Awards

#### Winners 2022

##### Climate and energy:

DP World Posorja — Mangrove reforestation

The program, which the jury described as “extremely impressive, well executed, and impactful,” evolved to be a key program of DP World Posorja’s decarbonization strategy. Until now, 35,000 red mangroves seedlings have been planted, leading to an estimated reduction of 3 million kg of CO<sub>2</sub> in 2024.

##### Community building:

Solomon Ports — Renewable energy for the community

As part of the Green Port project roadmap, which the jury said is “very ambitious for a port of this size,” this new initiative will be extended toward deprived communities in all provinces in the Solomon Islands. An investment of \$100,000 has been allocated for community projects to promote and encourage the use of renewable energy sources and to reduce greenhouse gas emissions.

##### Digitalization:

Collaborative project — PASSport

PASSport is being used for pollution monitoring, to support for e-navigation, for critical infrastructure protection, and against aerial and underwater threats. Data will be validated via five case studies in the ports of Hamburg, Le Havre, Kolobrzeg, Ravenna, and Valencia. This collaboration is what convinced the jury.

##### Health, safety, and security:

Northport Malaysia — Journey toward HSE excellence

Northport has embarked on various HSE initiatives, which include a business continuity plan; strengthening port security with the use of a drone and CCTV system; and the establishment of illegal substance policies. The jury concluded, “A comprehensive assessment of a practicable roadmap. There is convincing evidence of positive impact and scope for sharing knowledge and experience.”

##### Environmental care:

Port of Hamburg — SeaClear project

SeaClear, short for search, identification, and collection of marine litter with autonomous robots, is an EU-funded project (2020–23) being trialed in the Port of Hamburg, Germany. What impressed the jury was the use of autonomous robots that find and collect waste. Underwater detection sensors allow the autonomous robots to also operate under low visibility conditions.

##### Infrastructure:

Port of Vigo — Living Ports

Living Ports is a European Commission Horizon 2020-funded project to facilitate a large-scale implementation of an industry-level ecological alternative to traditional concrete infrastructure at the Port of Vigo, Spain. This is what the jury highlighted as its best feat, “An initiative bringing in new materials and stakeholders and therefore one to look out for. This approach should become a standard in port infrastructure procurement.”





# 16.

## Outreach and events

### Getting back together

One of the year's highlights was the return of face-to-face meetings, welcomed by the membership after such a long period of isolation due to the COVID-19 pandemic

The first real return to face-to-face meetings following a period of COVID-19-induced video meetings commenced during the final quarter of 2021 when a delegation of IAPH Europe-based members of the Policy and Strategy team went out to Gijón, Spain, to organize the first Spanish version of the Port Endeavor game as part of IAPH's partner UNCTAD's TrainforTrade's Management courses. This particular course was training the trainers, namely port executives from several Latin American countries. This included a gameplay of Port Endeavor for the first time, which has been inspired by the World Ports Sustainability Program's database of projects by ports applying the UN Sustainable Development Goals in practice. The session was enthusiastically received, with a 90% plus satisfaction survey result from the participants.

#### UNCTAD TrainforTrade and Port Endeavor

One week earlier, IAPH's other Port Endeavor partner, the Antwerp and Flanders Port Training Center (APEC), had already hosted its first ever physical gameplay for its port management course, with delegates enjoying the interaction around simulated

sustainable port activities from Eastern Europe, Africa, South America, and the Middle East.

Since then, UNCTAD TrainforTrade and APEC have been accompanied for gameplays by IAPH's technical and communications directors as well as IMO liaison officer in the Port of Antwerp (by APEC with over five gameplays involving well over 100 participants from around the world), Port of Valencia, Port of Vigo, Nantes Port, and at the 2022 World Ports Conference hosted by the Port of Vancouver.

#### World Ports Conference

The main single highlight of this year, however, was the IAPH 2022 World Ports Conference, which was organized in partnership with S&P Global and the Vancouver Fraser Port Authority. It was held as an in-person event with over 500 port and maritime professionals hailing from 42 countries. Based on the IAPH core themes of climate and energy, data collaboration, and risk and resilience, together with the traversal theme of innovation, delegates attended keynotes, panel sessions, and fireside chats over a three-day period from 16 to 18 May in Vancouver, Canada.

In preparation for the conference, five months earlier, the theme of the conference was announced, namely how IAPH could support the industry to #CloseTheGaps in global port infrastructure and improve their competitiveness. IAPH partnered up with the World Bank for the process of identifying the gaps.

The Policy and Strategy division then performed an outreach exercise to aim at fulfilling the board's mandate for the association to engage with its main direct stakeholders. Between January and April 2022, eight workshops of one-and-a-half hours' duration, involving 85 port and maritime executives, were organized online with moderators from the World Bank, maritime economists, and maritime media experts.

Each workshop operated under the Chatham House rule between shippers, forwarders, container carriers, shipowners, non vessel owning common carrier, shipping agencies, digital innovators, terminal operators, port authorities, consultants, real estate experts, leading maritime academics, and financial institutions.

All participants were provided with background reports based on research led by Professor Thierry Vanelander from the University of Antwerp and facilitated by research assistant Dr. Sisangile Nduna. Main port infrastructure gaps were identified, debated, and then recommendations made on how to close the gaps based on a consensus between port users, service providers, and the port authorities themselves.

The summary reports were then presented and discussed at eight separate regional meetings prior to the conference agenda held in parallel on two days during the IAPH 2022 World Ports Conference in Vancouver. The final report by IAPH and World Bank summarizing the whole exercise was then produced and published in the fourth quarter of 2022, containing concrete action point for resilience, digitalization, and decarbonization. The next steps include updating



the World Bank Port Reform toolkit, which will be undertaken in cooperation with IAPH.

#### IAPH Harbor Café

With the continuous use of online conference calls and webinars, the IAPH Policy and Strategy team brainstormed around a way of improving audience engagement online and came up with the idea to involve less one-to-many monologues, replacing these instead with dialogues between ports, their service providers, and stakeholder on key issues such as the impact of the energy transition on port and future fuels as well as on digital innovation. Using different platforms, the idea of the less formal, more open, online IAPH Harbor Café emerged, which combined short explanations with interview-styled questions and more time made available to online audiences for questions. Several have now taken place on a variety of topics, with IAPH's Europe and Africa regions taking the lead to join Harbor Café sessions. This medium is being further explored with a schedule of cafés being organized in the run-up to the IAPH Conference in Abu Dhabi between 31 October and 2 November next year.

#### Speaker engagements

IAPH members were also highly engaged in outreach, with all the authors of the IAPH Cybersecurity Guidelines for Ports and Port Facilities being requested to accept speaker engagements online or in person at industry events in Europe, the Americas, the Middle East, and Africa as well as the Far East. Two highlights included several IAPH members attending the Port Management Association of West and Central Africa annual conference round table in Doula, Cameroon, and the legal committee chair of IAPH speaking at the Global Marine Transportation System Cybersecurity Symposium, organized by the US Coastguard.

Finally, IAPH has conducted a wide outreach to country members of the World Customs Organization with the aim of establishing guidelines to improve clearance process efficiencies with multi-stakeholder cooperation. Following an online plenary involving over 200 representatives from the World Trade Organization members, a working group has now been formed together with IAPH regular and associate members with the aim of developing these guidelines over the coming year.





# 18.

## Internal organization

### Board of executive directors



#### President

**SUBRAMANIAM KARUPPIAH**

General Manager  
Port Klang Authority, Malaysia



#### Vice President Africa

**MICHAEL ACHAGWE LUGUJE**

Director General  
Ghana Ports and Harbours Authority



#### Vice President America, Central and South

**JOSÉ FIRMO**

CEO  
Port of Açu, Brazil



#### Vice President America, North

**ROBIN SILVESTER**

President and CEO  
Vancouver Fraser Port Authority, Canada



#### Vice President Asia, South/West, East and Middle East

**MASAHARU SHINOHARA**

Executive Officer  
Kobe-Osaka International Port Corporation, Japan



#### Vice President, Asia South East and Oceania

**VACANT**



#### Vice President Europe

**JENS MEIER**

CEO  
Hamburg Port Authority, Germany

### Non-executive directors

**MASAHIKO FURUICHI**

Secretary-General

**PATRICK VERHOEVEN**

Managing Director — Policy and Strategy

**SANTIAGO GARCIA-MILÀ**

Immediate Past President, Deputy General Manager,  
Autoridad Portuària de Barcelona, Spain

#### Finance & Audit Committee Chair

**ERANDA KOTELAWALA**

CEO  
Solomon Islands Ports Authority, Solomon Islands

#### Climate and Energy Committee Chair

**PETER MOLLEMA**

Strategic Adviser Environmental Management  
Port of Rotterdam Authority, Netherlands

#### Risk and Resilience Committee Chair

**NIELS VANLAER**

Business Continuity Manager Operations  
Antwerp-Bruges Port Authority

#### Data Collaboration Committee Chair

**PASCAL OLLIVIER**

President  
Maritime Street, France

#### Planning, Operation and Finance Committee Chair

**ICHIO MOTONO**

Executive Director  
Overseas Coastal Area Development Institute of Japan



#### Cruise Committee Chair

**SIMONE MARASCHI**

Managing Director  
Cruise Gate Hamburg

#### Legal Committee Chair

**MARTINS ZIEMANIS**

Deputy Chief Executive Officer  
Freeport of Riga Authority

#### IAPH Women's Forum Chair

**FLOR PITY**

General Director of Ports and Maritime Ancillary  
Industries, Autoridad Marítima de Panamá, Panama

#### Environmental Ship Index Working Group Chair

**ERIC VAN DER SCHANS**

Director Environmental Management,  
Port of Rotterdam Authority, Netherlands

#### Clean Marine Fuel Working Group Chair

**PETER ALKEMA**

Strategic Policy Advisor and Project Manager  
Port of Amsterdam, Netherlands

#### Associate Member Representative

**RENÉ KOLMAN**

Secretary-general  
Int. Association of Dredging Companies, Netherlands

### Management and staff

#### Finance and Administration unit

**MASAHIKO FURUICHI**

Secretary-General

**HIROMICHI MANAKA**

Under Secretary, Finance and Account Management

**TAKESHI SUZUKI**

Under Secretary, Internal Membership Relations

**SHINOBU YAMAMOTO**

Under Secretary, External Membership Relations

**FUMIKO YAMAJI**

Membership Data Management

**YOKO KADOYAMA**

ESI Administration

#### Policy and Strategy unit

**PATRICK VERHOEVEN**

Managing Director, Policy and Strategy

**ANTONIS MICHAIL**

Technical Director

**VICTOR SHIEH**

Director, Communications and Events

**RHONA MACDONALD**

Policy and IMO Liaison Officer

**FABRIENNE VAN LOO**

Coordination and Support Manager





# 20.

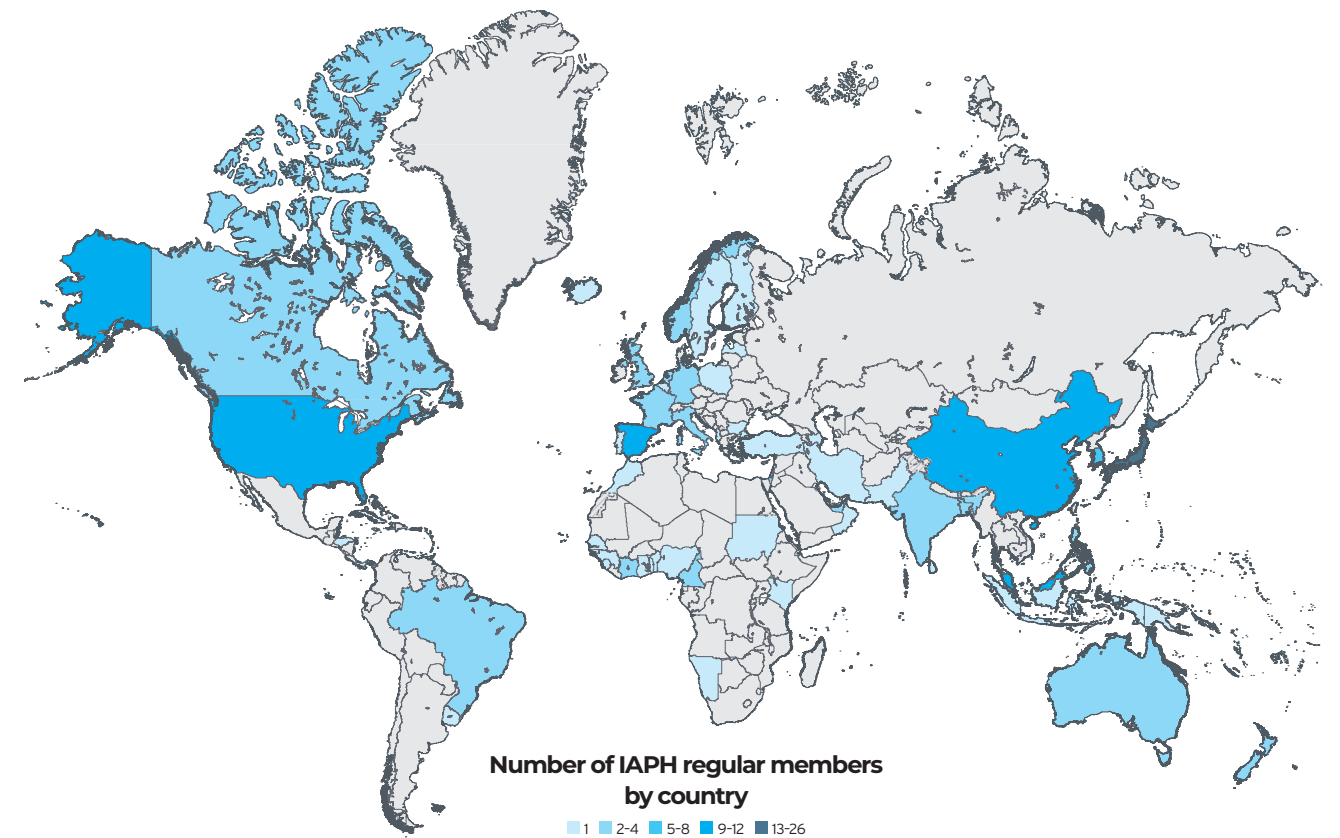
## Membership overview

### The following 16 regular members joined between 1 September 2021 and 31 August 2022:

- Companhia de Desenvolvimento do Complexo Industrial e Portuário do Pecém (CIPP), Brazil
- SAQR Ports (RAK Ports), UAE
- Port Saint John, Canada
- NSW Ports, Australia
- Port of Brisbane Pty Ltd, Australia
- Belfast Harbour Commissioners, UK
- Port Network Authority of the Ionian Sea-Port of Taranto, Italy
- Port of London Authority, UK
- Port Authority of Vigo, Spain
- Port of Long Beach, USA
- Port of Hueneme USA
- Northwest Seaport Alliance, USA
- Namibian Ports Authority (Namport), Namibia
- SSA Marine, USA
- SEMOP Port-la Nouvelle SA, France
- Port Autonome de Cotonou, Benin

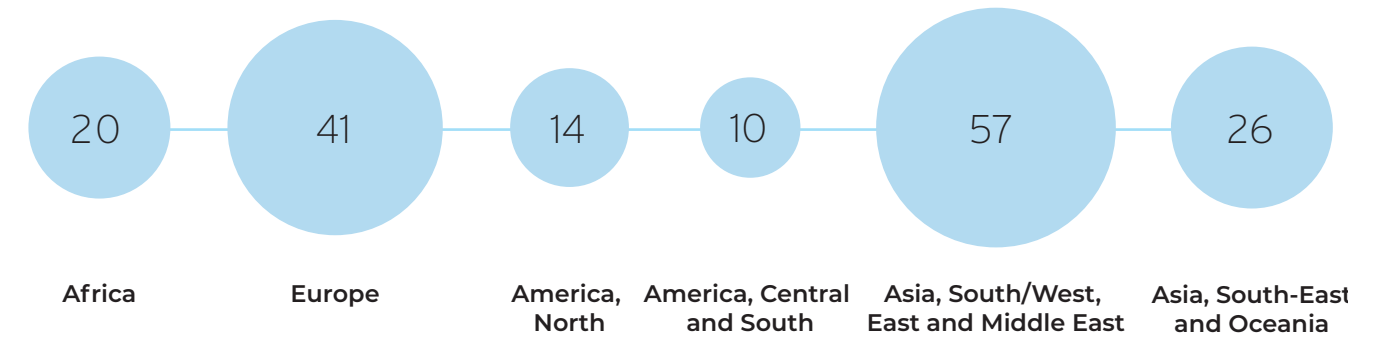
### The following 22 associate members joined between 1 September 2021 and 31 August 2022:

- SINAY, France
- Sustenuto, Belgium
- Groupe Océan Inc, Canada
- Portbase, Netherlands
- Maritime Information Services Ltd, UK
- Mr. Goridah Alyami (International Maritime Industries), Saudi Arabia
- Mr. Gadi Benmoshe (Marinnovators), Israel
- ION, UK
- Vietnam Seaports Association (VPA), Viet Nam
- Mr. Douglas Poole, Canada
- ECOSLC Foundation, Netherlands
- Association for Canadian Port Authorities, Canada
- Injotech India Private Limited, India
- Bangabandhu Sheikh Mujibur Rahman Maritime University, Bangladesh (BSMRMU)
- CrimsonLogic Pte Ltd, Singapore
- BMT Group, Singapore
- Kale Logistics Solutions Private Limited, India
- Global Spatial Technology Solutions Inc. (GSTS), Canada
- SSG Legal, Australia
- Fondazione Accademia Italiana della Marina Mercantile, Italy
- Mitsui E&S Machinery Co., Ltd., Japan
- Development Bank of Southern Africa, South Africa

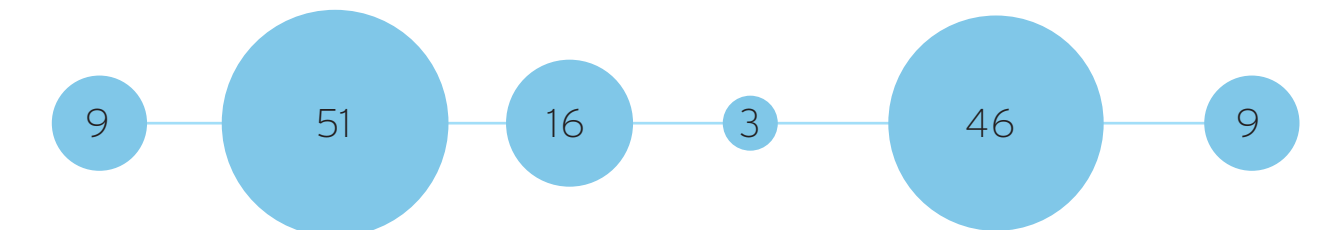


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## 168 Regular members



## 134 Associate members





# 22.

## Membership benefits and how to join

### United with one voice

The maritime and logistics sectors are undergoing massive changes on an international level, and ports are a vital part of this world. IAPH offers regular and associate memberships that deliver the following benefits on an annual basis:

- Your voice heard at international policy forums, predominantly at the IMO, but also at UNCTAD, ECOSOC, ILO, UNEP, and WCO
- First-hand involvement in the World Ports Sustainability Program and premium access to the IAPH tools and products developed under the program
- Preferential rates for IAPH events, including the annual World Ports Conference
- Free access to IAPH publications, including the bimonthly magazine Ports & Harbors
- The possibility to promote your initiatives and projects through IAPH publications and website
- The opportunity to obtain assistance for training through IAPH scholarship programs
- Members online news sent to your email inbox via the Insider
- Free access to members area on the IAPH website:  
🌐 [www.iaphworldports.org](http://www.iaphworldports.org)

### How to join IAPH

To join IAPH, please fill out an online application form, available from the below website, and send it to the following address:

@ [info@iaphworldports.org](mailto:info@iaphworldports.org)

🌐 [www.iaphworldports.org/join-iaph-3-2](http://www.iaphworldports.org/join-iaph-3-2)

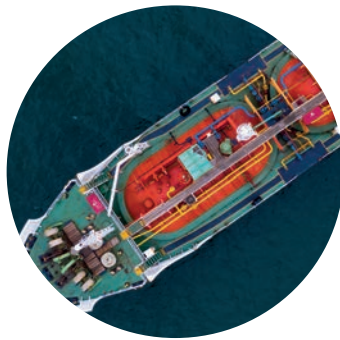
Regular members subscribe to a number of units (1–8), based on annual tonnage. Currently, the value of a unit is ~US\$1,500. Associate members engaged in port-related businesses pay dues based on business type, ranging from ~US\$200 to US\$1,200. Membership effective upon receipt of the completed application form and payment.

If you have any questions, including membership classification, please contact the secretariat at

@ [info@iaphworldports.org](mailto:info@iaphworldports.org)







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